

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant: Markus Hame
Serial Number: 10/569,169
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Group Art Unit: 3651
Examiner: Singh, Kavel
Confirmation No.: 8609
Title: PASSENGER CONVEYOR DRIVE MONITORING
ARRANGEMENT WITH BRAKE ACTUATION

SUPPLEMENTAL INFORMATION DISCLOSURE STATEMENT

Commissioner for Patents
P. O. Box 1450
Alexandria, VA 22313-1450

Dear Sir:

Pursuant to 37 CFR 1.98(a)(3)(i), Applicant provides the following statements regarding cited documents that are not in English.

The Japanese Publication No. 45-757 appears to disclose a drive wheel 5 that engages a drive chain 10. A ratchet wheel 6 has a center rotating portion that rotates with a center rotating portion of the drive wheel 5. A spring 7 biases the ratchet wheel 6 toward the drive wheel 5.

A lever 11 includes an engaging member 15 that engages the drive chain 10. A link 12 connected to the lever 11 has a pawl 13 at one end. Under normal operating conditions, the spring 7 biases the ratchet wheel 6 toward the drive wheel so that the center portions of those wheels engage each other and the wheels 5 and 6 rotate together. In the event that the drive chain 10 becomes broken, the lever 11 and the engaging member 15 move in a clockwise direction as can be appreciated from Figure 1 under the influence of gravity. As the lever 11 rotates, the pawl 13 rotates in a clockwise direction as shown at 13' in Figure 1 so that the pawl 13 engages a ratchet 16 of the ratchet wheel 6. This will cause the wheel 6 to stop. If a passenger is on one of the steps 1, the weight of the passenger will cause the sprocket 4 to rotate

and that, in turn, causes the drive wheel 5 to rotate relative to the ratchet wheel 6. The inclined surfaces on the center portions of the wheels 5 and 6 cause axial movement of the ratchet wheel 6 against the bias of the spring 7.

The drive wheel 5 will rotate until a stopper a on the drive wheel 5 engages a stopper b on the ratchet wheel 6. Accordingly, the arrangement shown in the JP 45-757 document provides a way of stopping movement of the steps 1 in the event that the drive chain 7 is broken.

Respectfully submitted,

CARLSON, GASKEY & OLDS

By: 

David J. Gaskey
Registration No. 37,139
400 W. Maple Rd., Ste. 350
Birmingham, MI 48009
(248) 988-8360

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